

**AMENDMENTS TO THE SPECIFICATION:**

Please replace paragraph 12 with the following:

[0012] Next to that free end 4a of the cable pointing towards the lock casing 2 is an operating device 9 such as a mechanical operating device. This operating device 9 is designed, when shifted by the vehicle lock 1 from a locked position ~~[[14b]]~~ as in FIG. 1a to an unlocked position ~~[[14b]]~~ as in FIG. 1b, to position the free cable end 4a of the cable sheath 3 so that the free cable end 4a in the unlocked position ~~[[14a]]~~ is directed for engagement with a cable seat 10 arranged in the catch 5. The cable seat 10 may also be formed on a movable part operatively connected to the catch 5. As the cable 4 is further displaced, the cable seat 10 will take up the free end 4a of the cable and impart a torsional movement to the catch 5. The catch 5 is disengaged from the rotary bolt 8, thereby releasing the bolt. With the operating device 9 in the locked position ~~[[14b]]~~, the free end 4a of the cable pointing towards the lock casing 2 or the cable sheath 3 is designed to assume an orientation wherein the cable end 4a is directed to the side of the cable seat 10 when it is forced out of that end 3a of the cable sheath directed towards the lock casing 2. For example, this can occur when acted upon by a door handle for pushing down the other end of the cable in the cable sheath 3. Since the cable seat 10 is not acted upon, the catch 5 and, hence, the rotary bolt 8 remain unaffected. The lock pin 7 of the openable part of the vehicle remains locked in the elongated recess 6 of the lock casing 2.